**Crankshaft Position Sensor DIY**

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hopefully this will help others with what appears to be a common stalling issue in the ML series.

Location:
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It's on the rear of the engine where the engine mates with the tranny on the driver's side. There are 2 types. Be sure to get the correct one

Here it is:

1) Get **CPS** at dealer, its a VIN specific part. $125 from my local stealer.

2) Tools needed: Socket screwdriver, Good lighting (portable) shop lights, size 8 outside torx socket, maybe a ratchet and extentions depending on your flexibility, magnetic part retrieval tool (skip this at your peril), bath towel, and long sleeve shirt, step stool, blue thread locker (optional)

3) Open hood and remove engine cover, it just pulls off and on

4) Set work light(s) toward back of engine, lighting behind drivers cylinder head

5) Set bath towel on front of ML to kneel on of your knees will die, wearing long sleeve shirt or your wrists will be cut.

6) Climb up on towel and look behind engine from above and right (see .jpg), finding torx attachment holding your **CPS**.

7) Remove torx screw and pull out **CPS**, disconnect one way connector (wiring)

8) Replace with new (leaving wire detached for now)

9) This is the hardest step by far, and requires patience and flexibility. Apply some thread locker and insert screw and start the threads. Tighten with torx on socket screwdriver. This step took about 1/2 hour and numerous dropped screws and retrievals with mag tool.

10) Attach wiring to **CPS**

11) Reinstall engine cover

12) Clean up tools, towel and lights and everything

13) Drink beer and toast yourself for saving yourself at least $100 and a day of your time dropping off and picking up cars at shop

Hope this helps someone in the community.

Dickie
00 ML 320